

The Hongkong Telegraph.

WEDNESDAY, NOVEMBER 23, 1892.

No. 3305

SIX DOLLARS
PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital 1,000,000
Subscribed Capital 2,500,000

HEAD OFFICE—HONGKONG.

Court of Directors—
D. Gillies, Esq. Chung Tung Shang, Esq.
Chan Kit Shan, Esq. W. Wotton, Esq.
C. J. Hirst, Esq. Kwan Hoi Chuen, Esq.

Chef Manager.

GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN LONDON.

THOMAS CARMICHAEL, Esq.—Messrs. Dent, Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Butter & Co.
C. B. STUART-WORTLEY, Q.C., M.P.
GEO. MUNRO, Manager.

BANKERS.
Paris Banking Co., and The Alliance Bank (Ltd.)
The Commercial Bank of Scotland.
Yokohama—D. FRASER, Manager.
Shanghai—J. GALLOWAY, Manager.
Amoy—J. ANDERSON, Manager.

CURRENT ACCOUNTS opened. Money received on Deposit, Drafts issued, Bills purchased and collected. Advances made on Securities or goods in general Godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed, 3 per cent.

" " " "

CURRENT ACCOUNTS " "

For Rates of Interest for other periods apply to the Manager.

Hongkong, 1st Nov. 1892.

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH C.L. of ONE POUND (£1) per Share making £8 in all, is payable on or before 8th December next, at the current rate of exchange.

When making payment, Shareholders will please send their provisional Certificates in order that same may be exchanged for permanent Scrip showing £8 paid up.

Residents of YOKOHAMA, SHANGHAI, AMoy and FOOCHOW can pay at the Bank's Branches there.

By Order of the Board of Directors.

GEO. W. F. PLAYFAIR,

Chef Manager.

Hongkong, 1st November, 1892.

NEW ORIENTAL BANK CORPORATION, LIMITED. (LIQUIDATION.)

NOTICE TO CREDITORS.

CLAIMS on the HONGKONG BRANCH must be sent to the Underwriters.

Forms may be had on application.

E. W. RUTTER,

Attorney for the Liquidator.

Hongkong, 1st August, 1892.

[186]

THE FUNDS OF THE STANDARD LIFE OFFICE.

ARE invested entirely within the British Dominions and are thus free from the complications which might arise in time of war. They now amount to Seven Millions Sterling, and have increased 50 per cent. in the last 15 years.

DODWELL, CARLILL & Co., Agents, Hongkong.

THE SUN LIFE ASSURANCE COMPANY OF CANADA.

ASSETS OVER \$1,000,000.00.

Policies absolutely non-forfeitable.

No restrictions as to Residence or Travelling.

Rates of premium low.

Policies issued on all approved Forms.

For further particulars apply to

DOUGLAS LAPRAK & Co., Agents for Hongkong.

27th August, 1892.

[187]

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN,

Secretary.

HEAD OFFICE.

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1892.

[149]

GENERAL NOTICE.

THE ON-TAI INSURANCE COMPANY, LIMITED.

CAPITAL, TALES (100,000.) \$1,000,000.00

EQUAL TO \$1,000,000.00

RESERVE FUND \$100,000.00

BOARD OF DIRECTORS.

LEE SING, Esq.

LOU TSO SHUN, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th November, 1892.

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CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1891.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premium for the year ending 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th instant will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors.

JAS. B. COUGHTRE,

Secretary.

Hongkong, 1st November, 1892.

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Intimations.

NORTHERN PACIFIC STEAMSHIP COMPANY.

SURGEON WANTED—For the Steamship "TACOMA," for the voyage from HONGKONG to TACOMA.

Apply to DODWELL, CARLILL & Co., General Agents, Hongkong, 1st November, 1892.

KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS No. 1.

BUOYS OF HAINAN STRAIT.

NOTICE is hereby given that the under-mentioned BUOYS have been laid down in HAINAN STRAIT:

MIDDLE CHANNEL.

MIDDLE CHANNEL BUOY—A ten-foot conical buoy painted in RED and BLACK horizontal bands, and surrounded by a black spherical cage, moored in 15 fathoms. Approximate position Latitude 20° 20' N., 110° 50' E. This buoy marks the fairway of the eastern entrance to the Middle Channel.

SOUTH CHANNEL.

MAGILE ROCK BUOY—A six-foot conical BLACK buoy surmounted by a black spherical cage, moored in 18 fathoms about 2 cables to the eastward of the rock, and about 15 miles to the south eastward of Hainan Point. This buoy must be left on the port hand by vessels entering the Strait from the eastward.

HAINAN HEAD BANK BUOY—A six-foot conical RED buoy surmounted by a black inverted spherical cage, moored in 18 fathoms, about a cable N. 65° E. from Hainan Point. This buoy must be left on the starboard hand by vessels entering the Strait from the eastward.

DIRECTIONS.

With the buoys in the positions above described, the best track for vessels to follow when using the South Channel is to pass 3 cables eastward of the Magile Rock Buoy and then steer to pass the Hainan Head Buoy at about the same distance, taking care to guard against being set towards the shore, and remembering that it is safe to borrow towards the buoys on the starboard hand, of which the lead, which should be kept going, will give warning; while on the other side the bottom is rocky and uneven and the lead gives no warning. The Hainan Head Buoy may be rounded at a distance of one cable or more, at discretion.

C. J. PRICE,

Acting Harbour Master.

Approved: J. NEUMANN, Assistant-in-Charge, Custom House, Kiungchow, 1st November, 1892.

NOTICE.

THE Undersigned hereby give Notice, that they will PROSECUTE any PERSON or PERSONS found BUYING or SELLING or POSSESSING CHINESE INDIA RUBBER SHOES fraudulently bearing the Trade Marks "LION" and "SCALE" of the NORTH BRITISH RUBBER COMPANY OF EDINBURGH and LONDON.

W. G. HUMPHREYS & Co.,

Bank Buildings,

Sole Agents for China.

Hongkong, 7th November, 1892.

[186]

CAUTION.

ALL SUMS PAID into the Office of the Hongkong Telegraph are received on PRINTED FORMS signed by the Manager, and no other Person is authorized to receive the money. Payments made to unauthorized Persons, or not received on Printed Forms signed by the Manager, cannot be held VALID.

R. FRASER-SMITH,

Editor and Proprietor,

Hongkong Telegraph.

Hongkong, 8th November, 1892.

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GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 Prize MEDALS and CERTIFICATES OF MERIT.

In 1850 competed and won against FOUR of the most famed Belfast makers.

The Analyst's report:-

"It is exceptionally good quality."
"Particularly pleasant to the taste."
"Decidedly tonic and sustaining."
"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CUCKSHANK & CO., LTD.
Victoria Dispensary,
Queen's Road Central.
Hongkong, 17th October, 1892.

flood with her stern in the back eddy, and she was consequently drifted across the river, and then the collision occurred. Captain ARTHUR explained to the Court that he had followed the same course on previous occasions and his ship hitherto had always answered her helm, and that had she done so on this occasion all would have been well. He doubtless either miscalculated the strength of the flood tide or his distance from the bank; but after all it was only an error of judgment, and in our opinion the censure of the Court was unnecessarily severe and might in fairness have been very considerably modified. After the collision Captain ARTHUR did all that a seaman could do to prevent further mischief by keeping the two vessels together until the *Fema* was beached, and was so successful that not a single life was sacrificed. Admitting that it would have been much the wiser course to have given the leading vessel a wider berth and that a slight error of judgment was actually committed, we are still unable to gather from the evidence that Captain ARTHUR was guilty of any carelessness or ran any particular risk that could be foreseen, or did anything that is not usual under similar circumstances, and therefore, although the *Hangzhou* was clearly and solely responsible for the collision, we cannot but consider that the severe censure of the Court was harsh and uncalled for, and a serious and unjustifiable reflection on the character of as good a sailor and navigator as ever walked the bridge of a ship.

TELEGRAMS.

THE UGANDA QUESTION.

LONDON, November 18th.
It is understood that the British Government have decided to continue the occupation of Uganda.

THE UNEMPLOYED.

November 14th.
Fifty thousand of the unemployed in London assembled on Sunday in Trafalgar Square, and quietly commemorated the so-called "Bloody Sunday," otherwise the 13th of November, 1887, when the military were called out to assist the police in clearing the streets around Trafalgar Square.

UGANDA.

With reference to the previous telegram regarding the occupation of Uganda by Great Britain, this is now said to be premature.

TYphoon WARNING.

We are indebted to the courtesy of Señor Don Ortiz, the Spanish Consul at this port, for the following telegram:-

MANILA, November 23rd.
Typhoon moving northwards not far from Luzon.

LOCAL AND GENERAL.

MR. D. E. BROWN, general passenger and traffic agent of the Canadian Pacific Co., returned to-day by the *Kuttsang* from Calcutta.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of China*, from Hongkong and November, arrived at Vancouver yesterday.

MESSRS. W. R. LOXLEY & CO. have forwarded a neat and more than usually clear hanging almanac for office use, issued by the Netherlands Fire Insurance Company.

It is understood in legal circles at home that the Judge rendered vacant by the retirement of Mr. Justice Denman will be offered to Mr. R. T. Reid, Q.C., who has represented the Dumfries district since the General Election of 1880. Rumours are rife of other changes in the legal world. No one, according to the *Law Times*, will be surprised if Sir Charles Russell is Lord Chief Justice before Christmas, and if some other changes take place upon the Bench.

THE *Siam Free Press* of November 15th has the following:-Lieutenant Lloyd, R.E., who has been here for some weeks past as an expert in the dispute between the Brush and Siam Electric Light Company, received a very hearty ovation on his departure for Hongkong on Wednesday morning last. The works of the Siam Electric Light Company are now said to be in splendid condition and it only remains for the Siamese to employ competent men, at regular salaries, and matters will work smoothly.

THE *Straits Independent* (Penang) of the 15th last:-We are sorry to record the death, last night, at the General Hospital, of Mrs. A. Boyd, of small-pox. So far Mrs. Boyd is the first European victim to this terrible malady. Mr. Boyd, who was lately in Stanley's Company, had only been married a little short of a year. We deeply sympathise with him in his sad bereavement.

We are glad to learn that the Eastern and Australian Co.'s famous old bulk *Belle of South East* at Port Darwin was not so severely damaged as reported. So far Mrs. Boyd is the first European victim to this terrible malady. Mr. Boyd, who was lately in Stanley's Company, had only been married a little short of a year. We deeply sympathise with him in his sad bereavement.

MR. WICKHAM, of the Hongkong Electric Co., returned to-day in the *Chow-fa* from Bangkok, after putting the Brush Co.'s plant through an experimental run to the satisfaction of the arbitrators in the dispute.

A REGULAR Convocation of St. Andrew's, No. 218, S.C., will be held in Freemasons' Hall, Zetland Street, this evening, at 8 for 8.30 o'clock precisely. Visiting companions are cordially invited.

THE *Straits Independent* says that preparations are going ahead on a large scale to give Scotland's patron Saint a warm reception this year, and whole cargoes of heather and selected assortments of haggis are on the way out to Penang.

Asylum Manager.—What's the trouble with it is prior now?

Surgeon.—Can't say. He sits and reads the *Scotsman* all day.

A. M.—Poor devil, I know the symptoms, I'll put him in the Incurable Ward.

THE way in which Chinese constables systematically levy blackmail on native storekeepers and others was thoroughly exposed at the Police Court yesterday afternoon when a *lukong* was sent into retirement for three months for "squeezing" at Yau-ma-tai. A full serot of the case will be found in another part of this issue.

At a meeting of the Singapore Legislative Council on the 11th inst. Mr. T. Sherrard moved that the vote for the Military Contribution be reduced to \$100,000, which at the rate of 2/6d. equalled \$70,000. This was seconded by Mr. A. L. Daldy and supported by all the unofficial members, but on being put to the vote the motion was thrown out by the official majority by a majority of one.

His Royal Highness the Commander-in-Chief has been pleased to approve of Lieut. Barker, South Staffords Regiment, resigning his appointment as *ad-hoc* to his Excellency the Major-General Commanding from the 1st October. His Royal Highness has further been pleased to approve of Captain W. H. E. Murray, 2nd battalion the Royal North Lancashire Regiment, being appointed *ad-hoc* in succession to Lieut. Barker.

Thus the *Chicago Herald*—The Germans are trying the experiment of introducing coolie labor into East Africa. They recently landed 500 Chinese coolies at Tanga, whence they were taken some distance inland to the cotton and coffee plantations at Lewa and Damere. This experiment may prove a disastrous failure, as it is not at all certain that the Chinese can thrive under the unfavorable conditions they will meet in equatorial Africa.

H.M.S. *Egeria* left Singapore for Hongkong on the 15th inst.

THE first Incomer ever seen in Bangkok was started early in the month on the temporary siding adjacent to the Kort Railway terminus.

MAILS Due.—
German (*Darmstadt*) 5th instant.
Singapore (*Genoa*) 5th "
Bombay (*St. John*) 4th prox.

THE Scottish Oriental liner *Parsa Chiva Chom Kao* arrived at Singapore on the morning of the 13th inst. from Swatow with 59 Immigrants, and was put into quarantine.

An American contemporary remarks that Grover Cleveland and his Royal Highness the Prince of Wales seem to have been tamed with the same stick. They illustrate the common instinct of American Free-traders and representative Britons. Cleveland went fishing on Memorial day and his Royal Highness went racing on the day of Tennyson's funeral.

THE Singapore Free Press says that as a remarkable sign of the activity of the tin mining industry of Selangor, on the occasion of the last trip of the steamship *Sophia* from Klang to Singapore the duty-derived by the Selangor Government from the tin shipped amounted to no less than \$18,000, and the railway rate from Kuala Lumpur to Klang yielded \$602.

Officers X.—I found this person acting suspiciously.
Rev. Dabbs.—Sir, I'm a missionary.
Police-Sergeant.—Officer, search the fellow immediately.

AN Emergency Convocation of Cathay Chapter, No. 116, will be held in Freemasons' Hall, Zetland Street, on Friday, the 25th instant, at 5 for 5.30 p.m. precisely, not as previously advertised. Visiting companions are cordially invited.

THE 53rd (Northamptonshire) Regiment left Singapore on the 15th instant. They marched down from the Barracks in a pouring rain shortly after 6 a.m., and the ship left about 10 o'clock.

THE Singapore Free Press says that as a result of the 7th inst. a detachment of marines left Phu-lang-hong at 2 a.m. (this is not an Irish newspaper) by train to Sui-ki-do, where a band of pirates was said to have established itself. By some mistake the pirate den was wrongly placed, and the train passed several miles beyond it, giving the enemy warning in time. The detachment had therefore to return without doing anything. This reminds us of the legendary hero who had ten thousand men, and marched them half way up the hill, and marched them down again!

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ing fifty-five passengers. Only six Lascars and one European were saved.

Russia is taking steps towards still further reducing the number of foreign settlers on her soil, the Germans settled throughout the country being the special object of attack.

TO TANFANG AND BACK.

A TRIP ON THE GRAND CANAL.
(Concluded.)

It is not likely that many people are left at this time of day who pin their faith to the theory that all these disturbances were the work of powerful secret societies, seeking to embroil the government with Foreign Powers. To be sure there was 'no lack at the time of stories about mysterious strangers' well-dressed, waving little flags, and speaking a Human dialect, who quietly directed the movements of rioters. They, the most active among the rank and file of disorder, were commonly said to be 'men from another district' appearing with inexplicable suddenness, and vanishing as swiftly when their work was done. The Chinese desire to shift the burden of blame readily cooked these phantoms for the delectation of *gobe-mouches* and mors-nesters.

The church is small, yet not too small for the congregation, which numbers no more than thirty in a population of thirty thousand. The Christian families, at one time fairly numerous here, had, it appears, nearly all removed to Shanghai during the troublous times of the Rebellion. "That," said the priest, drawing my attention to a grated opening in the church door, "that is for the pagans to look through as they please when people are at Mass; for you know they imagine horrors."

Through the open doors and windows of a large school there came a buzz of boys' voices during their lessons; and this was the loudest sound in Tanyang.

Dinner was laid in the pretty white-washed reception-room; where I was a sonner seated than I began to perplex myself about the subject of a picture on the wall in front of me. It is drawn according to Chinese ideas of perspective, and represents a grave-looking personage with flowing white beard, standing by a table wherein its books and scientific apparatus. This is one of three portraits which you find hanging in every Jesuit mission. I knew that another venerable mathematician graced the wall behind me. There are two pictures of the Jesuit missions in China, Schaal and Verbiest; extraordinary men, who amused their moments *par des* with rectifying the calendar, casting superb bronze cannon for the Emperor Kang Hsi to protect his dominion whith, and giving us the may of China to this day. What puzzles me is to remember which Schaal and which Verbiest, they are so much alike; I have grown ashamed of asking. Ricci, a name still more illustrious, hung over the seat of honour on the north wall; him I can always tell by his standing in front of an altar in company with a very elegant mandarin in Ming costume—his convert Hell. Ricci spent a few years of his eventful life in this very town of Tanyang, where I am sure he must have found it dull.

Being in the heart of China, of what should our conversation consist but things European? We talked of Bismarck and his quarrel with the Emperor; Gladstone in his green old age; the Morse-Mayor duel; Edward Bramont's anti-Semitic crusade; La Debelle, and M. Zola's visit to Lourdes. The Père X mentioned with high praise a volume of Louis Veuillot's letters just out, and cited some characteristic sayings of the once redoubtable Journalist. One was: "J'aurais stand ce que vous, les pourvus avez des maluas cuius laur!"

"Tiens!" cried the old resident, looking up from the dissection of a pheasant; "he should have come to China."

"Taliter-vos done!" quoth the Père gaily.

The truth is that our good host, accustomed to fare very much as his Chinese round about, was put to no small trouble by our advent. But, as is the wont of the cosmopolites everywhere in China, he was hospitality itself.

The next morning broke bright and clear. A stroll on the ramparts gave us a view of sooty roofs and while bare plains beyond. Boats were moving up and down stream, and a few lay at anchor beneath the walls. Though it looks rather frappening from the outside, Tanyang is but a poor little market-town, with no suburb to speak of, and no industry save the rearing of silk-worms. We walked up the chief street, where every third or fourth house seemed a restaurant. People greeted us with smiling courtesy; for the first time I passed through a Chinese town without hearing the epithet "Foreign Devil."

The Catholic Mission stands in a little corner of the town, cut off from the rest by a canal, and almost entirely taken up with ancestral halls (*tsu-lung*). When the countryfolk have family matters to settle or rites to perform, they like to come up to town for it. I went into a few of these little buildings which are kept in somewhat slovenly fashion, and half filled with coffins, stored a gainst the owner's death, marked each with a name on a slip of paper. A little courtyard, weedy and littered with rubbish, separates the entrance hall from the second or ancestral one. In this latter you may see, aginst the wall facing the doorway, a large glass-fronted case of carved and gilded wood, a sort of *cupboard*, in fact, with shelves packed full of the family tablets. On a, low table in front are two candlesticks and a censer. Nothing else, save a few wooden benches, and the mournful pile of coffins. The place is as bare of ornament as a barbers'. Yet this is, for a little group of people, the most sacred spot on earth. The Chinese who embrace Christianity must have a stout heart; for it means nothing less than being forever cut off from his kin and, becoming an outcast and a byword.

On our way to visit a ruined pagoda that stands a little way south of the town, we found something still more interesting. It was a hexagonal tower between thirty and forty feet high, with a conical roof. The sides were blank except one, which had a circular opening a foot in diameter about five feet from the ground. Looking in, one saw a shaft that led obliquely downwards and down through the thickness of the wall. What was it? A very moderate provision of ignorance and carelessness would have sufficed to make us call it a "babby-tower," and pass on. But it was a most remarkable edifice had an unmistakable Buddhist air; and, besides, the inner opening of the stupa-like shaft was far too small for an infant boy to pass through. It was, as we found out, a deeppository for the ashes of the Calcute and China trade—such as the *Montezumas*, the *Herodias*, the *Voltaires*, and the *Roussias*, long renowned in the annals of American shipping. With these he accumulated more wealth, but died without kin or kin and left all his money in charitable and eccentric legacies. One of his bequests was two million dollars to found an orphan asylum at Philadelphia to which no minister of religion was ever to be admitted on any pretext whatever—not even as a visitor.

Previous to their Declaration of Independence the American States could neither export nor import in any but British vessels, nor could they export to or import from any other European country than Great Britain.

I mention this detail, as the course was interrupted by a circular dip in the narrow canal, and, as I incidentally too char-acteristic, for omission.

There is a traffic of small boats on the canal, but the water is so shallow that they have to wait for the tide to go out, and the next moment

there was a whirling

chiefs; then it was *vite aux cigares* and the amorphous clouds curled upwards and around, we breathed freely once more.

The ancient Romans had a *durus sternutus*, and there must surely be a corresponding personage in the populous pantheon of the Middle Realm. Though I have never come across one of his altars I doubt not his place is high. He is a power in the land, and a terror to the red-hatted barbarians of the West.

We came away immediately afterwards, leaving behind us the Père X, who had a few "little Christendoms," *petites chrétiennes* to visit in the neighbourhood.

It was slow work tracking against wind and current—two miles an hour at a generous computation—and there was ample leisure for strolling on the bank. The shorn rice-fields gave the land a bare look. There were yellowing bean-plots; milky patches of buckwheat, a crop that needs little moisture and is accordingly sown where the rice has missed; grassy slopes and ridges with graves on them; now and then a village or a temple-in-tree. All this country lies a good deal higher above the water-level than does that on the north shore of the river; and being harder to irrigate in consequence is less tilled and less densely peopled.

Myriads of little wild chrysanthemums, with pale lilac petals, bloomed in the grass; and all along the bank were thick growths of artemisia, that fragrant herb with the Chinese are accustomed to hang up for good luck over their doors and windows on the morrow of the fifth new moon.

Cannals are the great highways of China, and, I suppose, the reason why the land roads remain in such a neglected state. It was worth while to watch the orderly procession of boats up and down, each keeping its side, as in a city street. The towpath is on the right as you go north; and where the trackers come to a boat at anchor on that side they were generally able to board it with a dexterous jerk, to whip the towline-line over the mast. If this manœuvre failed, those board-the-obstructing-craft were always ready to loosen a knot in the line, and taking the ends beyond the mast to tie them again; a service they might have to ask of others at any time.

Evening died away in clear, rosy light, and the shadows gathered swiftly. We were unwilling to wait for the night before reaching the village of Hsing-tung, scarce a third of the way back. The canal wound in and out with many a curve; and there was a huge star that kept looking over the shoulder of either bank by turns and cheating us with its friendly gleam. The crickets piped and shrilled and chirruped and tickled in the merrier chorus. We were beginning to doubt whether Hsing-tung had not evaporated, like the Tanyang Lake, from the face of the earth; when, on turning a corner, it burst upon us with a little flare and confused clamour of men and ducks. These loquacious bipeds were in boats, of which an astonishing fleet, for such a little place, lay at anchor. I should say there were six or seven score at the very least; among them a great many travelling-boats, whose glowing casements had the coziest looks.

Hsin-tung is a small village, but renowned over many provinces for the curing of hams. For a long way ahead we could see them in dim-lit interiors, hanging down, a numberless multitude. Our excellent Hwang-ho, ever sedulous of the local colour, served us a few slices at dinner; we found it excellent, though a little strong of flavour. The "fire-legs" passed into my dreams. I wandered in endless shadowing forests where they hung, a monstrous fruit, from every tree; I was loaded by fantastic armes, who belaboured each other with their preposterous weapons; and I reflected with the sublime imbecility of dreams, what a stroke of genius it was to equip the soldier with an arm which, after the toll of battle, he might refresh himself by devouring. When I awoke there was the *Challenge*—which was the *Ganges* to the Yankees—had considerably freshened before I got on board a steamer.

The story of one famous race between the *Ganges* (under Captain Desai) and two of her American rivals, has been told by Mr. T. C. Cowper, who made the voyage home in her. His story is worth repeating, as it must be new to most of our readers—

"We loaded new tea at Whampoa, and sailed on the 1st September, 1851. Two of the fastest American clippers, the *Flying Cloud* and *Bald Eagle* sailed two or three days after us. A great deal of excitement existed in China about the race, the American ships being the favourites. The south-west monsoon being strong, the *Ganges* made a rather long passage to Antwerp, but when we arrived there we found that neither of our rivals had been reported as having passed. We arrived in the English Channel on the evening of the 16th December. On the following morning at daylight we were off Portland, well in shore and under short sail. Light winds from north-east, and weather rather thick. About 8 a.m. the wind freshened, and the haze cleared away, which showed two large and lofty ships two or three miles to windward of us. They proved to be our American friends, having their stars-and-stripes flying for a pilot. Captain Desai at once gave orders to light his signals for a pilot also, and as by this time several cutters were standing out from Weymouth, the *Ganges* being farthest in shore, got her pilot first on board. I said that I would land in the pilot boat and go to London by rail, and would report the ship that night or next morning at Austin Friars. The breeze had considerably freshened before I got on board the pilot cutter, when the *Ganges* filled away on the port tack, and contrary to his will, for he was a very cautious man, crowded on all small sails. The Americans lost no time and were after him, and I had three hours' view of as fine an ocean-race as I can wish to see; the wind being dead ahead the ships were making short tacks. The *Ganges* showed herself to be the most weatherly of the three, and the gain on every tack in shore was obvious. She arrived off Dungeness six hours before the other two, and was in the London Docks twenty-four hours before the first and thirty-six hours before the last of our opponents."

"This was good work, smart seamanship, and "good bits," but all the same, we must remember that the *Ganges* had two or three days start from China, and had also an advantage in getting her pilot aboard first—no small advantage in the circumstances. It is clear enough that on an even race the *Ganges* would have been left far behind by the Yankees. *Rapibus*

send a single vessel unless under the flag of John Company. Thus American ships came regularly to London and loaded outwards for China. By some curious blunder, which the Government of the day did not care to rectify, Brother Jonathan was privileged to do what nobody else but John Company could do.

Then came the abolition of John's monopoly as already related, and a great development in British shipping specially designed for the China trade. That development became more marked after the war which opened the first Treaty Port, up to which time the Yankees had still retained the best share of the China trade, owing to their superior vessels. After 1842, however, some fine craft were turned out, fully equal to the American clippers, and some old stagers among us may still remember the *Alexander Baring*, the *John of Gaunt*, the *Euphrates*, the *Monarch*, and the *Steam*, all famous in their day, and the precursors of the genuine China clippers.

Those vessels stimulated the Yankees to fresh exertions, and in 1845 they began to send out a new lot of the real American-clipper type—low hulls, beautifully fine lines; and an enormous spread of canvas. With these they beat the record in the runs from New York and Boston to China, and took the shine out of us again.

Then was born, in 1845, the first Aberdeen clipper, built by Alexander Hall & Co., of Aberdeen; as an experiment in marine architecture, and for employment in the coasting trade of China.

Two years later the Yankees began to build even larger and faster vessels than anything they had yet turned out, for the Californian trade—vessels with immense cargo-capacity but yet with the lines of a racing yacht. At first they confined these splendid clippers to the New York and Frisco trade—bringing them back in ballast, as they could well afford to do with outward freights at 100s. per ton. But, by-and-by, they began to send them in ballast from Frisco to China, there to load tea for either the London or the New York market.

By this combination they made often as much as 100s. per ton on the round voyage, while British ships from London to China and home again could only earn about half as much. This gave the Yankees another turn of monopoly of the tea trade, and threatened to run away with our maritime commerce altogether. The prospects of British shipping certainly looked black enough at the close of the first half of the present century. But we have never been beaten yet, and the age of iron was still to come.

We were not even beaten in wood, although it must be confessed that for long we could not overtake, and seldom did exceed, the attainments of such flyers as the *Flying Cloud*, the *Sea Witch*, the *Oriental*, and the *Challenge*, which then flew the American flag. One of the first British-built vessels to beat them was the *Challenger*, built in the order of the late Richard Green specially to match the Yankee

Challenge—which she did, and more. Another was the *Ganges*, built by a Leith firm in the days immediately preceding the Aberdeen clippers.

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Among the firms most largely engaged in this business were Bryant and Sturgis, and Perkins & Co., of Boston; T. H. Smith & Co., of New York; Peabody & Co., of Salem; and Brown and Ives, of Providence, who did the bulk of the China trade about the beginning of the present century. Before them the famous Thomas Russell was the largest shipowner, and most extensive merchant in Boston engaged in the China trade. Another Boston firm was that of Gray & Co., out of which came Joshua Bates to be the acting partner of Baring Brothers in London. Out of the firm of Bryant and Sturgis came, later, another partner to Baring, in succession to Bates, and out of the Peabody firm came the famous George Peabody and the present firm of J. S. Morgan & Co.

Another famous American shipowner and merchant of the period was Stephen Girard, of Philadelphia, who, born in France and starting life as a cabin-boy, died one of the richest men in the States. After working his way upwards from cabin-boy to captain of an American vessel in the West Indian trade, he invested his savings in a store in Philadelphia and opened up a shipping business with New Orleans and the West Indies. During the insurrection at San Domingo, two of his vessels then in harbour were captured by the rebels. They put all their most valuable property on board for security, intending also to embark themselves with the rest of their gear. But most of them were killed, and no one ever approached the value of what was lost.

On the 6th instant the Nanking Viceroy, accompanied by a large body of attendants, surveyed a portion of the city wall which had been recently repaired. The inspection of the other parts will be entrusted to other officials.

The Governor of Formosa, who has been on sick-leave, has not improved in health, although the term of leave has nearly expired. It is stated that H.E. Shaw has applied for leave to resign on the ground of ill-health, which we fear will not be granted by the Government.

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An extensive fire occurred on the 8th inst. in a town belonging to the Wuchow prefecture. The number of houses destroyed is estimated to be over three hundred, all of them being business houses. In the summer before last a similar fire reduced a large portion of that town to ashes.

At the Autumn festival which were celebrated recently at Canton a new departure was introduced in the way of illumination. In former years candles and other kinds of lights were used, but this year electric light was adopted instead. The change was prompted a decided

success.

Early on the morning of the 5th inst. the body of a respectable-looking man was discovered outside Fumeng, Soochow, by a farmer who passed that way. Attracted by a disagreeable odour the farmer began to investigate, and was horrified to find the corpse of a middle-aged man with an arm severed from the body. The authorities on receipt of the news held an examination on the body, and it was found that the deceased was a victim of foul play. Such has been taken

to bring about the arrest of the author of the tragedy.

A great portion of the country round the Yunnan capital suffered seriously from incessant rain during the summer, which continued for 40 days and nights without intermission. Added to the rain were the usual mountain torrents which rushed down from the heights to add more volume to the fixed. Several districts were inundated and innumerable casualties happened. The distress consequent upon this has been exceedingly great, as all the crops have been ruined. The refugees from the flood had to pitch their tents on and remove their households to the city wall, their homes having been swept away by the torrents.

A certain religious sect in Changhua, Formosa, began to incite the people to another outbreak last month. Unsigned placards were posted, appointing the day on which the procession was to come off, to be the time for the attack upon the city. The authorities on hearing this adopted measures to prevent the threatened outbreak, and the consequence was that the *Sea* was not disorder. This portion of the island was being considered an important centre, having approaches leading both to the northern and southern parts of the island, a garrison of sufficient size will be placed there for its protection.

Hongkong, 23rd November, 1892. [1156]

HONGKONG TEMPERATURE.

From Messrs. Geo. Falconer & Co's Register.	
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NOTICES OF FIRMS.

NOTICE.

M. R. REHEMTOOLABOY DATTAR-DINA being about to leave for Bombar, Mr. BUDROODIN MOOLA NOORODIN is duly authorized to sign and conduct the BUSINESS of our Firm in China.

JAFFRIBHOY LUDHABHOY CHUTTOO.

Hongkong, 19th November, 1892. [1149]

MASONIC.

DILIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 24th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 18th November, 1892. [1145]

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the EOTHEN MARK LODGE of MARK MASTERS MASONs will be held at the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 24th inst., at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 18th November, 1892. [1148]

Hotels

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 7,250 feet above sea-level, having been leased by the Proprietors of the "VICTORIA HOTEL," is now OPEN, and will be run in conjunction with their HOTEL in Queen's Road, thus enabling them to offer special inducements to Visitors and Residents.

SPECIAL WINTER RATES.

The Rates for BOARD and LODGING during the Winter Months, from November 1st to March 31st, have been reduced as follows:—

One person, one month, \$10.00

Married couple (occupying one room) per month, 8.00

One person per day, 2.50

Married couple per day, 3.50

For full particulars apply to

VICTORIA HOTEL.

Hongkong, 25th October, 1892. [814]

WINDSOR HOTEL,
(In Connaught Buildings),
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water. Passenger Elevator to all Floors.

Charges from \$2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, 22nd August, 1892. [1843]

BAY VIEW HOTEL.

M. R. OSBORNE begs to remind the Public that every possible arrangement has been made for the comfort and convenience of Visitors to this popular Summer Resort. "BAY VIEW" occupies the best situation on the Shau-ki-wan Road, commands an excellent view of the Harbour, and is always open to the cool breezes from the Southward. Steam-launches can at any time come alongside the Jetty adjoining the spacious lawns.

The Cuisine is unrivaled in Hongkong, and only the best Brands of Wine, Spirits, Cigars, etc., are kept in stock. Private Diners or Tiffins prepared in First-class style on the shortest notice, and Meals can be served at all hours.

Hongkong, 2nd May, 1892. [490]

THE BOA VISTA HOTEL.

BISHOPS BAY, MACAO.

THIS HOTEL is situated on the sea shore in one of the best and healthiest parts of Macao, and commands an admirable view facing the South. Its accommodation is unsurpassed in the Far East.

Every comfort is provided for Visitors, with an excellent Cuisine, and Wines, Spirits and Malt Liquors of the best brands.

Hot, Cold, Shower and Sea Water Baths, Large and well Ventilated Dining, Billiard and Reading Rooms, and a well supplied Bar.

A small Dairy is attached to the premises.

Mrs. MARIA B. dos REMEDIOS,
Proprietress. [1064]

THE SHAMEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST-CLASS HOTEL, admirably situated within a few minutes walk of the River Steamer Wharves, is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.
A. F. de ROZARIO,
Manager. [1970]

HAUENSTEIN'S HOTEL,
A. M. O. Y.

THIS First-class FAMILY HOTEL is situated on the beach at KULANGSOO, and has First-class Accommodation for Visitors.

An EXCELLENT TABLE is kept, and WINES, SPIRITS, and MALT LIQUORS of the very best quality.

Terms Moderate.

R. HELLWIG,
Proprietor.

Amoy, 1st September, 1892. [85]

FOR SALE.

THE GOOD S. S. "PEKIN" and S. S.

"KWONG-MO."

For Particulars apply to

SUI KEE CHAN,

53, Bonham Strand West,

Hongkong, 14th November, 1892. [1139]

Intimations.

THE
HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kremlin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS..... THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Bank and Shipping Offices.

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers. The TABLE D'HOTE, at separate tables, is supplied with every delicacy, the cuisine being under experienced supervision.

THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandas, and lighted by gas and fitted throughout with electric communication. The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience. A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour, adjoins the Hotel, and is under the same Management.

The WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied.

HYDRAULIC ASCENDING-ROOMS of the latest, and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER
Manager.

Hongkong, 12th February, 1892.



FOKIO, JAPAN.

THE FINEST HOTEL IN THE EAST.

(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House, and the Chief Public Offices.

There are no inside rooms, thus securing well lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokyo are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best, and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, \$3 TO \$4.50 PER DAY.

C. S. ARTHUR,
Manager.

1/66

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